

# North Tyneside Council Report to Cabinet Member for Environment and Transport Date: 10 September 2018

Consultation  
response – Newcastle  
International Airport  
Masterplan 2035

**Portfolio(s):** Environment and Transport

**Cabinet Member(s):** Councillor C  
Johnson

**Report from Service Area:** Environment, Housing and Leisure

**Responsible Officer:** Phil Scott, Head of Environment,  
Housing and Leisure (Tel: 0191 643 7295)

**Wards affected:** All

## PART 1

### 1.1 Executive Summary:

This report seeks the approval of the Cabinet Member for Environment and Transport to submit a response, attached as Appendix 1, to the public consultation on the Newcastle International Airport Masterplan 2035.

### 1.2 Recommendation(s):

It is recommended that the Cabinet Member for Environment and Transport:

- (1) Notes the contents of the report;
- (2) Agrees that the Authority should respond to the consultation; and
- (3) Approves the draft response attached at Appendix 1 of this report and, in consultation with the Head of Environment, Housing and Leisure, if necessary, make amendments to the draft response before the submission of the final response to the consultation.

### 1.3 Forward Plan:

Twenty eight days notice of this report has been given and it first appeared on the Forward Plan that was published on 29 June 2018.

### 1.4 Council Plan and Policy Framework

This report is relevant to the following priorities set out in the 'Our North Tyneside' Council Plan 2018-20:

Our places will:

- Provide a clean, green, healthy, attractive, safe and sustainable environment
- Have effective transport and physical infrastructure
- Be a thriving place of choice for visitors

Our economy will:

- Be business friendly, ensuring the right skills and conditions are in place to support investment

## **1.5 Information:**

### **1.5.1 The Consultation**

The Government recommends that airports produce masterplans and update them at least once every five years. Newcastle International Airport's existing masterplan was put in place in 2013 and covers the period up to 2030.

In May 2018, the Airport announced a public consultation on the Newcastle International Airport Masterplan 2035.

### **1.5.2 Policy Background**

The North Tyneside Local Plan sets a Vision for 2032 for the borough to have "excellent transport links, and particularly with Newcastle city centre, Northumberland, South Tyneside, Newcastle International Airport and the Port of Tyne". It notes (in section 10.19) that the priorities for the plan period include strengthening transport links, for both passengers and freight, to key locations including the regional transport hubs of Newcastle Central Station, Newcastle International Airport and the Port of Tyne.

The North Tyneside Transport Strategy sets out the Authority's aim to ensure that North Tyneside's transport links remain competitive at national level, with the rest of Europe and internationally. It contains objectives to connect people with jobs and economic opportunities, to support the travel needs of tourists and visitors, and to improve environmental sustainability and local air quality and assist in reducing carbon emissions.

The Local Plan also notes (in section 8.76) that the Airport is a potential source of noise pollution to the north-west corner of the Borough, an area which is crossed by the flight path.

Newcastle International Airport Ltd (NIAL) is operated as a public-private partnership between seven local authorities in the North East region (including North Tyneside Council) and AMP Capital, an Australian global investment management company, who have respectively a 51% and 49% shareholding in the company.

### **1.5.3 The Newcastle International Airport Masterplan 2035 (draft for consultation)**

The draft Masterplan document describes the Airport and sets out details of the market which it serves. It notes that:

- a. Over 80 destinations have direct flights from the Airport (year-round or on a seasonal basis) and it has regular connections to six hub airports.
- b. The Airport was used by 5.4 million passengers in 2017. Passenger numbers peaked in 2007 then fell during the recession, but have now almost returned to 2007 levels.
- c. The number of aircraft movements in 2017 was however 25% lower than in 2007, owing to a decrease in small aircraft, corporate flights and military use.
- d. In terms of tourism, there were 560,000 visitors to the North East in 2016.
- e. 3,950 people were employed at the airport site and its directly associated businesses, as at 2017.
- f. The Airport has 9,350 car parking spaces on site, and a further 1,400 off-site parking spaces, as well as a station on the Tyne and Wear Metro.

The draft Masterplan sets out its objectives, which are as follows:

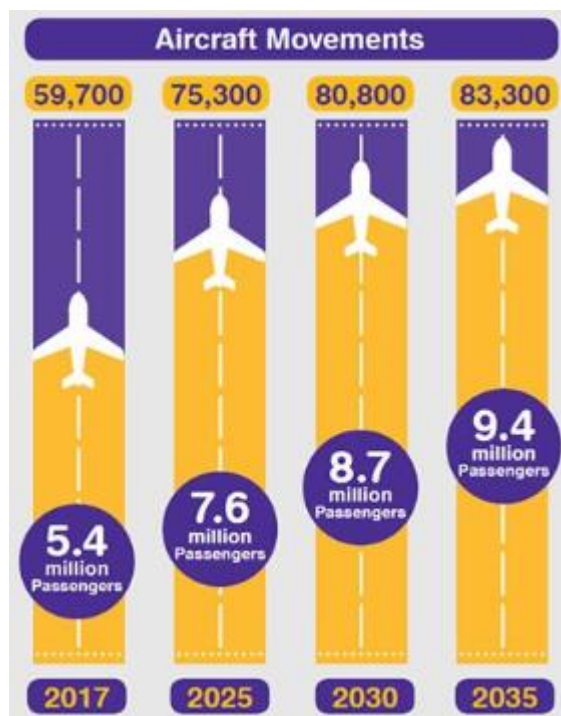
- “Enable the provision of facilities and infrastructure to:
  1. Ensure the demand for air travel and the growth aspirations of the Airport can be met;
  2. Be the number one choice for air travel for the region to and from an exceptional range of destinations;
  3. Be the most welcoming airport and embrace innovative new technology to deliver a memorable experience to our customers;
  4. Become a greater contributor to the regional economy through added jobs, gross value added (GVA), and a facilitator of inbound tourism;
- And ensure that:
  5. The Airport can grow sustainably and will appropriately mitigate our impact on the environment and our neighbours;
  6. We work closely with partners to deliver improved surface access infrastructure to support growth.”

The Airport produces a range of forecasts for how usage is expected to change over time. The draft Masterplan is based on the ‘higher growth’ forecast, i.e. the highest level of the forecast range: this envisages initial rapid growth, with passenger numbers rising by 26% over an eight-year period from 2017 to 2025 (from 59,700 to 75,300), followed by more gradual growth, with passenger numbers increasing by 11% over ten years from 2025 to 2035 (from 75,300 to 83,300) – see Figure 1.

**Figure 1**

Masterplan predicted increases in aircraft movements and passenger numbers, based on the 'higher growth' forecast

[ Source: <https://www.newcastleairport.com/masterplan-summary> ]



The draft Masterplan reinstates the prospect of extending its runway (originally proposed in the first airport masterplan in 2003, but removed in 2013) and proposes to safeguard land for a 700m eastward runway extension – although it expresses the hope that aircraft technological advances would negate the need to extend the runway.

Noise contours included in the document suggest that the area affected by noise levels above the level of 54 dB(A) would gradually increase over each five-year period, reflecting increased numbers of flights as well and (for the year 2035) the runway extension. This affects a limited area in the north-west of North Tyneside and neighbouring areas of Newcastle and Northumberland.

The draft Masterplan also envisages the development of further land around the airport site, within Newcastle and Northumberland, for use largely as employment sites. It forecasts that the number on-site jobs would increase by 38%, to 4,775, by 2035.

## 1.6 Decision options:

The following decision options are available for consideration by the Cabinet Member for Environment and Transport:

### Option 1

Decide that a response to the consultation be submitted and approve the proposed course of action set out at 1.2 to allow the response to be submitted.

### Option 2

Decide not to submit a response to the consultation.

Option 1 is the recommended option.

## **1.7 Reasons for recommended option:**

Option 1 is recommended as this will allow the Authority to contribute to the consultation on the Newcastle International Airport Masterplan 2035.

## **1.8 Appendices:**

Appendix 1 Proposed North Tyneside Council response to the consultation

## **1.9 Contact officers:**

Colin MacDonald, Senior Manager Technical and Regulatory Services (0191) 643 6620  
Andrew Flynn, Integrated Transport Manager (0191) 643 6083  
John Cram, Integrated Transport Officer (0191) 643 6122  
Alison Campbell, Senior Business Partner (0191) 643 7038

## **1.10 Background information:**

The following background papers/information have been used in the compilation of this report and are available at the office of the author:

- 1) Newcastle International Airport Masterplan 2035 (draft for consultation)  
<https://www.newcastleairport.com/masterplandocuments>
- 2) Aviation Policy Framework <https://www.gov.uk/government/publications/aviation-policy-framework>
- 3) More and better jobs – The North East Strategic Economic Plan [SEP]  
<https://www.nelep.co.uk/the-plan/>
- 4) North Tyneside Local Plan <https://my.northtyneside.gov.uk/category/1130/local-plan>
- 5) North Tyneside Transport Strategy  
<https://my.northtyneside.gov.uk/category/1237/transport-strategy>

## **PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING**

### **2.1 Finance and other resources**

There are no financial implications directly arising from this report in terms of responding to the consultation.

### **2.2 Legal**

There are no legal implications directly arising from this report.

In its Aviation Policy Framework, the Government recommends that airports produce masterplans and that these are updated at least once every five years. Airport masterplans do not have a statutory basis, however they provide a clear statement of intent on the part of an airport operator to enable future development of the airport to be given due consideration in local planning processes.

## **2.3 Consultation/community engagement**

### **2.3.1 Internal consultation**

Internal consultation has taken place involving the Cabinet Member for Environment and Transport and the Head of Environment, Housing and Leisure. A representative of the Airport also provided a presentation on the Masterplan to officers.

### **2.3.2 Community engagement**

Any person may respond to the consultation.

## **2.4 Human rights**

The proposals within this report do not have direct implications in respect of the Human Rights Act 1998.

## **2.5 Equalities and diversity**

There are no adverse equalities or diversity issues arising from this report.

## **2.6 Risk management**

There are no risk management implications directly arising from this report.

## **2.7 Crime and disorder**

There are no crime and disorder implications directly arising from this report.

## **2.8 Environment and sustainability**

There are no direct environment and sustainability implications from approving this report. The increase in flights and passenger numbers envisaged in the draft Masterplan would have environment and sustainability implications, which are reflected in the Authority's draft response. These include an increase in the area affected by aircraft noise and specific area impacted by aircraft ground noise; increased emissions of nitrogen oxides and particulate matter; increased carbon emissions from aircraft operations; and limited measures to address the impacts of the high levels of car travel among Airport employees. Some specific measures in the draft Masterplan may have positive impacts, such as proposal improvements to the energy efficiency of the Airport's buildings and its energy supply.

### PART 3 - SIGN OFF

- Acting Chief Executive ☒
- Head of Service ☒
- Mayor/Cabinet Member ☒
- Chief Finance Officer ☒
- Monitoring Officer ☒
- Head of Corporate Strategy ☒